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SECURITY INFORMATION

SOB/ 839

Chief of Operations [redacted]
Attn: [redacted]
Chief of Base, Salzburg

5 May 53

Operational
LZ-DZ Spotting Program

DECLASSIFIED AND RELEASED BY
CENTRAL INTELLIGENCE AGENCY
SOURCES METHODS EXEMPTION 3B2B
NAZI WAR CRIMES DISCLOSURE ACT
DATE 2007

1. This will confirm discussions between [redacted] and the undersigned regarding an Austria-wide landing zone-drop zone spotting program outside the specific framework of existing paramilitary projects.

2. It was agreed that an Austria-wide LZ-DZ spotting program should have a general reference to existing and potential future paramilitary projects but that the program should be carried out otherwise without final assignment now of LZs or DZs to any given projects. It follows, of course, that no indigenous elements will be involved in such a program.

3. It was further agreed that VOB would define the general areas near and bordering on the Soviet Zone where LZs and DZs should be spotted and that these areas will be defined only in general relation to VOB existing and projected paramilitary projects requiring drop support during wartime. SOB will likewise define its general areas where LZ-DZ coverage should be attained.

4. Upon receipt of VOB's area coverage requirements these will be coordinated with SOB areas and SOB will carry out a co-ordinated spotting program by the use of TROLLING (when it can be spared from other duties of higher priority) and the services of SOB's new paramilitary case officer who is eminently qualified by experience for such activity.

5. Upon determination that a given spotted point is suitable either for LZ or DZ, it is intended accurately to plot the location, perhaps with aerial photographs if this is possible, with subsequent preparation of a folder for each such LZ or DZ much in the manner that caches have been recorded.

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6. SOB will await early receipt of VOB's area coverage requirements. It is believed that we should attempt substantially to complete this program before the end of summer, particularly in order to take advantage of better flying conditions during the summer months.

L J

Distribution

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Attachment: (to all copies)
Notes on Flight Procedure
in Non-U.S. Zones of Austria

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Attachment to SOB/ 839

Notes on Flight Procedures to Non-U.S. Zones of Austria

1. Flights of any American aircraft over British or French Zones of Austria must be cleared through the offices dealing with air matters in each zone. Flights of the Groilbird aircraft will be cleared through the same channels and in exactly the same manner as all other flights made by American aircraft. The clearance procedure is through the office of Colonel Ralph L. Michaelis (KUBARK-cleared), air member of DGCHALK, who has established precedence on flights of American aircraft in both zones. Although Colonel Michaelis has given us the names, addresses, and telephone numbers for obtaining these clearances, he has suggested that they be cleared through his office and that [] or [] personally obtain such clearance only in the event Michaelis' office cannot, for some reason, be contacted for this purpose.

2. Flights over the French Zone are cleared through notification only to Mr. Otto Wenger in Innsbruck, representative of the 1142nd Special Activities Squadron, telephone number Innsbruck 6303, extension 513. He will require type of aircraft, date and approximate time, and general area in which the flight will take place. Names of the personnel aboard the aircraft and purpose of the flight are not required. A radio check with the British station at the Innsbruck airport is requested as a courtesy gesture only.

3. Flights over the British Zone are cleared through the Air Section (Wing Commander Boardman's office) of the British Embassy in Vienna, telephone number U-14575, extension 236. Similarly, the type aircraft, date and time, and general area of the flight are given, and, as in the case of the French Zone, names of personnel aboard and purpose of the flight are not required. Landings may be made at Graz, Klagenfurt, or one other airdrome, believed by Michaelis to be located at Selzthal. Further, according to Michaelis, flight operations procedures at both Graz and Klagenfurt are apparently as lax as those at Salzburg, which fact might prove useful in the event it were desirable to carry some indigene from that area on a flight.